

## **STATUS OF THE CASE**

Claims 1 and 2 of the present application have been allowed.

On January 23, 2009, the Office issued a Notice of Drawing Inconsistency with Specification.

## **ARGUMENT**

The Examiner noted an inconsistency between the description of the drawings, and the drawings themselves, to wit, that the first drawing was labeled as FIG. 1 on the sheet, but identified as FIG. 1A in the Brief Description of the Drawings. Applicant has herein submitted a replacement paragraph for the paragraph beginning at Line 5, page 8 of the specification, changing the term "FIG 1A" to "FIG. 1." The markup version of the paragraph is as follows:

**~~FIG. 1A~~ FIG. 1** is an illustration of an internal combustion engine to which the coating of the present invention has been applied, illustrating the combustion surfaces associated with the coating of the present invention.

Applicant has proofread the file in view of the above, and noted two other inconsistencies. Accordingly, the following changes are herein made.

In the paragraph beginning at line 10 of page 18 of the specification, there is a reference to "Fig. 4", which is not a part of the application. Accordingly, Applicant herein deletes that reference. The markup version of the paragraph is as follows:

The coating of the present invention has also been applied to a single cylinder Yanmor TS180C research engine. The research engine uses a typical cross flow head, ~~as shown in FIG. 4~~. The engine also utilizes direct injection. The parameters of the engine were as follows:

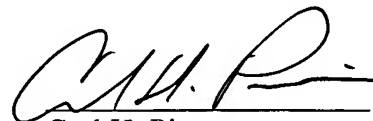
In the paragraph beginning at line 1 of page 20 of the specification, there is a reference to "Fig. 4", which is not a part of the application. Accordingly, Applicant herein deletes that reference. The markup version of the paragraph is as follows:

Using the characteristics of the Yanmar engine, ~~as shown in FIG. 3,~~ allows examination of the effect of coating various surfaces on the SAC to SA.sub.p ratio. The engine has a estimated piston surface area of 8011.6 mm.sup.2. The piston (not shown) has an estimated diameter of 101 mm, as compared to the bore diameter of 102 mm. The pocket 302 formed in the head 304 is fairly flat, with the area surrounding the direct injection port 306 being pocketed. The surface area of the pocket is approximately 5890 mm.sup.2. The surface area of a top ring (not shown) would be approximately 91 mm.sup.2. If the rings were the only coated component, the SAC to SAp ration would be approximately 1.135. By coating only the top surface of the piston, an SAC to SAp ratio of 1 can be achieved. Coating the top surface of the piston and the pocket of the head (but not the valve faces) would yield an SAC to SAp ratio of approximately 1.73. Coating the pocket 302 of the head 304 and the intake valve face 308 and the exhaust valve face 310 would yield an approximate SAC to SAp ratio of 1.023.

### CONCLUSION

By the enclosed amendment, Applicants have corrected the drawings and the Brief Description of the Drawings in the specification to be consistent. Therefore, Applicants assert that the present application is in condition for issuance and notice to such effect is respectfully requested. If the Examiner believes that additional issues need to be resolved before this application can be passed to issue, the Examiner is requested to contact the undersigned at the telephone number provided below.

Respectfully Submitted,



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